REMARKS

Claims submitted with the amendatory paper dated November 10, 2004, were drawn to a process, considered a non-elected species, since the claims originally filed were drawn to concrete pavement. Applicant has now included new claims to concrete pavement which are, in general, substantially simplified as compared with those originally filed.

With respect to the prior art patents originally cited, the new claims are believed to clearly distinguish over these patents as set forth below.

Kameta: This patent deals with a concrete composition for an overlay method and the hardened product resulting. This has no relation to applicant's concrete having specified strength for airport construction.

Clavaud U.S. Patent 6,080,231 describes an ultra-high performance concrete with additions including an admixture of metal fibers. Applicant's claims are directed to use of normal pavement. This patent is basically unrelated to applicant's claims.

Lees et al. U.S. Patent 4,105,458: This patent involves a mix of certain sizes of aggregate in a binder and intended to provide a road surface having a tendency to minimize skidding of tires on the road surface. Applicant's claims do not recite any aggregate sizes or relationships but are concerned only with normal concrete. There is no suggestion of applicant's teaching of more complete utilization of flexural strength of normal concrete.

Sawyer U.S. Patent 4,160,674: This patent covers high-strength Portland cement and method of manufacture. It involves a special mix of concrete, not ordinary concrete.

Chase U.S. Patent 4,888,590 - Aircraft Runway. This patent relates to a special configuration of runway. It is not concerned with a normal concrete for runways and other airport locations wherein a saving of concrete is provided through a design process modified from the usual Portland Cement Association design specifications.

Foulger U.S. Patent 3,000,276 involves a design of a concrete slab with special emphasis on the use of plastic sheets between the concrete slabs and the base to reduce the coefficient of friction between the concrete slab and the base. This patent is quite unrelated to applicant's claims.

Lang U.S. Ptent 4,653,956. This patent involves highway pavement, which is prestressed and mounted on a low restraint or low friction layer to reduce the coefficient of friction. This patent has no relationship to a process for designing normal concrete to provide saving of concrete by utilizing more efficiently the flexural strength of the concrete.

Masuda U.S. Patent 5,558,704 deals with asphalt pavement and is clearly unrelated to applicant's claims.

Freyssinet U.S. Patent 2,655,846. This patent describes large concrete slabs for airports with reinforcing rods. Applicant's claims are not related to reinforced concrete.

As requested, applicant has enclosed an unmarked substitute copy of the

specification, including previous changes.

It is believed that applicant's new claims clearly define over the cited prior art and are in condition for allowance and favorable action is requested.

Respectfully submitted,

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